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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY USSR

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SUBJECT Cargo Routes, Fleets, and Commodities Shipped on
25X1 the Black, Azov, and Caspian Seas

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1. The main dry-cargo routes in the Black and Azov Seas were as follows (commodities carried are also indicated):
 - (a) Poti-Mariupol; manganese, iron, and other ores
 - (b) Mariupol-Odesa or Nikolaev; Donbas coal
 - (c) Novorossiisk-other Black Sea, other Soviet, and foreign ports; low-priced cement
 - (d) Kherson, Odessa, Novorossiisk-foreign ports; wheat, rye, rice, oats
 - (e) Novorossiisk, Kherson, and Odessa-foreign ports; lumber.

In addition, there was much local cargo transport, determined by local and temporary needs, such as construction projects. As of mid-1941, about half of the ships on the above routes were foreign, engaged in picking up various types of cargo.

2. The most important route on the Caspian Sea was for oil tankers, from Baku to Astrakhan anchorage. The main dry-cargo routes were:
 - (a) Makhachkala-Krasnovodsk; grain
 - (b) Baku-Krasnovodsk; grain, flour, sugar, and other consumer goods
 - (c) Krasnovodsk-Baku; cotton.
3. The largest cargo shipping organization in the USSR was the Black Sea Shipping Administration (UCHP - Upravleniya Chernomorskovo Parakhodstvo), with headquarters in Odessa. It had approximately 50 cargo ships, ranging from one to ten thousand tons capacity. The Azov Sea Shipping Administration (Upravleniya Azovskovo Parakhodstvo), with headquarters in Rostov, had about 15 vessels of approximately one thousand tons capacity each. The Caspian Sea Shipping Administration (Kaspar - Kaspiskaya Parakhodstvo), located in Baku, had approximately 75 small ships, from 500 to 3000 tons capacity.

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